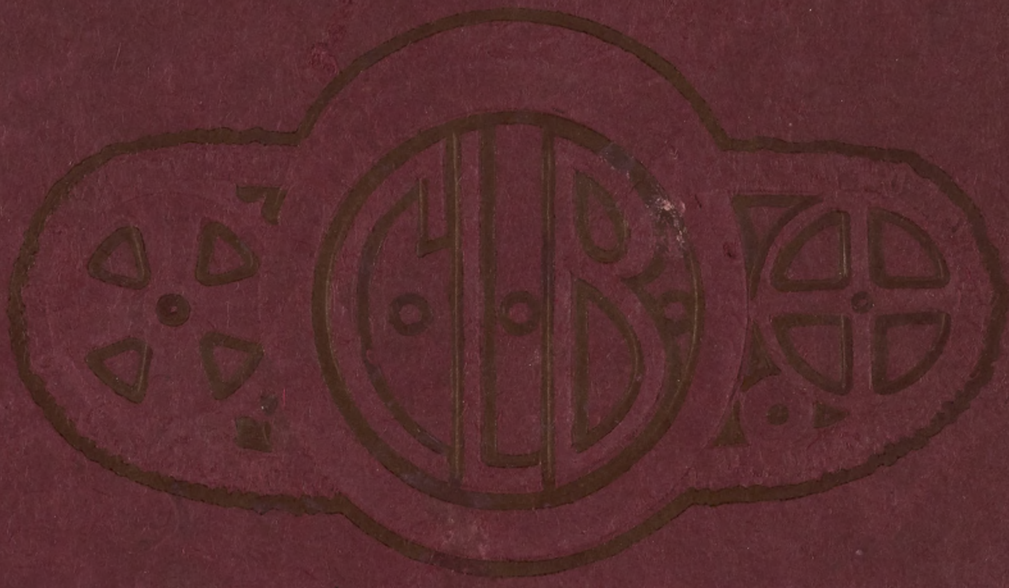
All Steel



TRACTORS

1914 (?)

TRACK LAYING
ALL STEEL TRACTORS

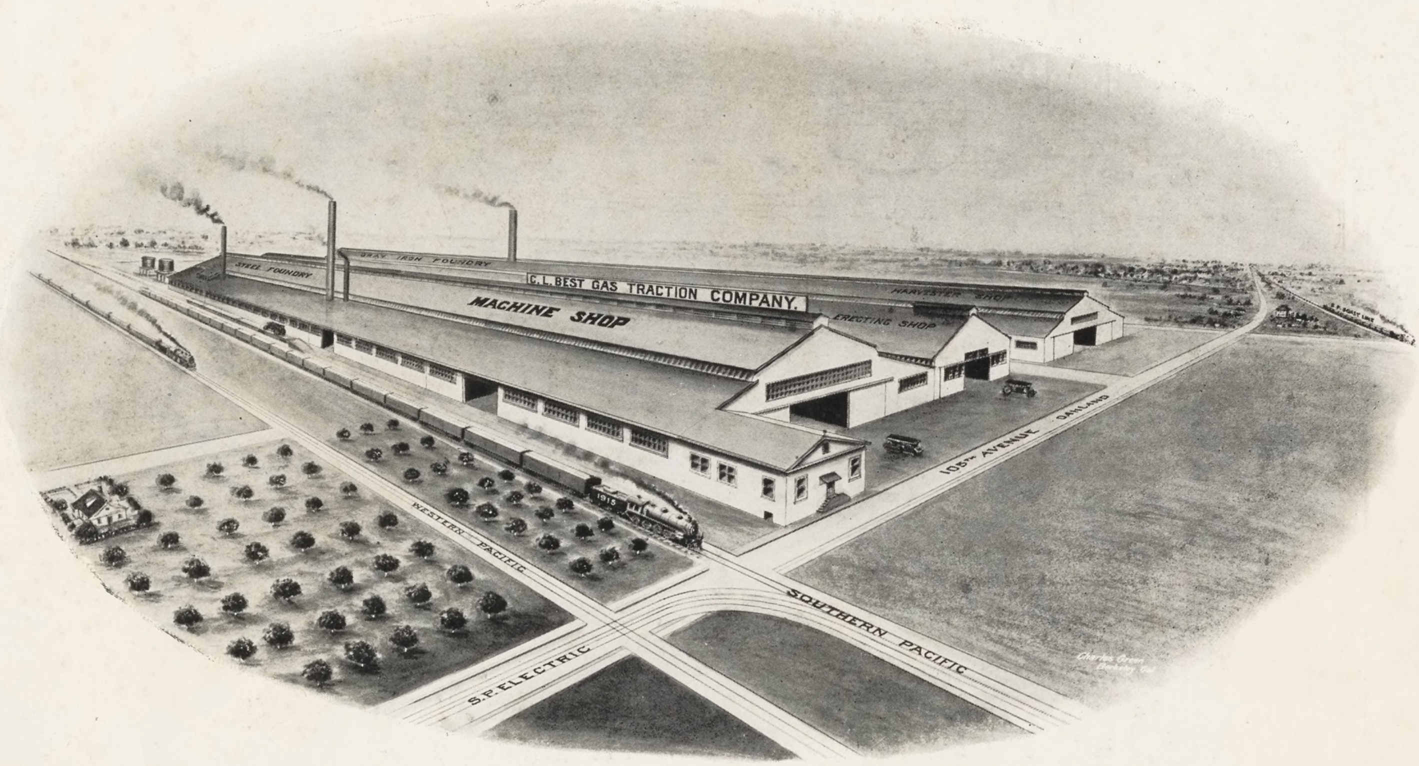
C. L. BEST . . . . President
C. Q. NELSON . . . Vice President
M. D. CHAMBERLIN. Secretary

CATALOGUE
"E"

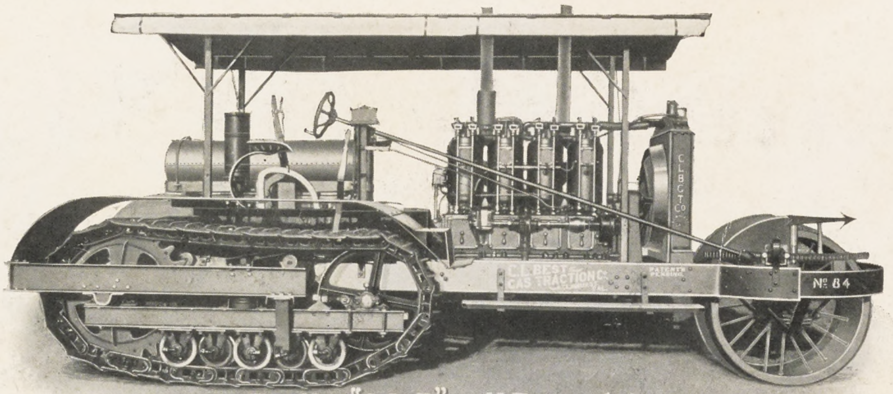
C. L. BEST GAS TRACTION CO.

INCORPORATED

ELMHURST, OAKLAND
CALIFORNIA



General Office and Works
C. L. Best Gas Traction Co., Inc.
Elmhurst–Oakland
California
P. O. Station G
Phone Elmhurst 130

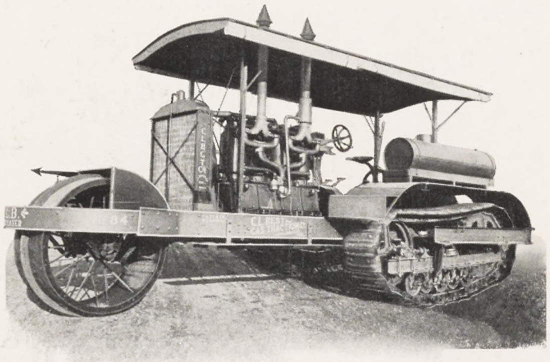


The New "C.L.B." 70 H.P. Track Engine

Getting More Results

¶ The solution of most of the problems of modern ranching lies in the application of power—the substitution of mechanical for animal power. ¶ Today, the automobile and auto truck have practically driven the horse as a motive power from the city streets. ¶ Today the gas-driven tractor is recognized among progressive farmers in the country as the truly practical type of power for their varied uses. ¶ And advancing a step farther than the farthest round-wheel tractor has gone, behold the C. L. B. track-laying tractor, which presents the highest type of this kind of power yet achieved. It is a tried and proved success. ¶ How it is made and what it does is told in these pages.

C. L. Best, Prest. C. L. Best Gas Traction Co., Designer of Round Wheel and Track Laying Tractors, Electric Harvesters and Electric Land Levellers.



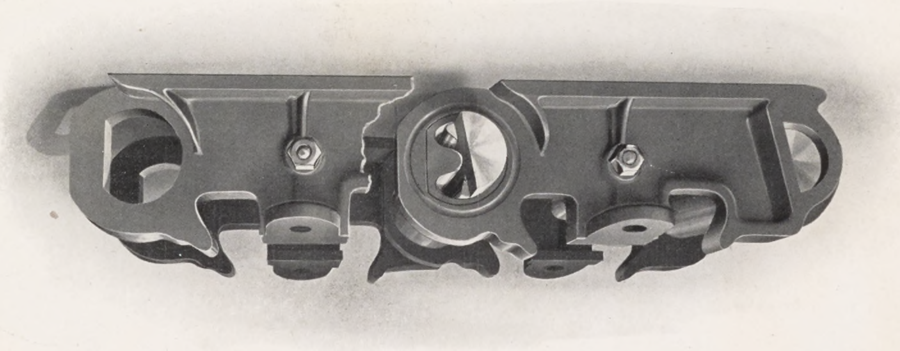
"C. L. B." The Sign of Quality

C. L. B. Track Laying Tractor Provides Immense Power

WITH the adaptation of the round-wheel tractor as a motive power on the ranch came the demand for something still more powerful—something that would have the power to haul a tremendous load under circumstances that would faze the ordinary machine. The demand was especially for a machine that would successfully work under adverse conditions, such as sand, gravel, desert, or soft ground.

And the track laying tractor is the result.

The engravings in these pages are from actual photographs of the C. L. B. track laying tractors sold by us and in active operation. What they have done is a matter of history, and what they can do is a matter of conjecture, for to date no problem has yet been presented that they have not been able to overcome if approached under proper conditions.

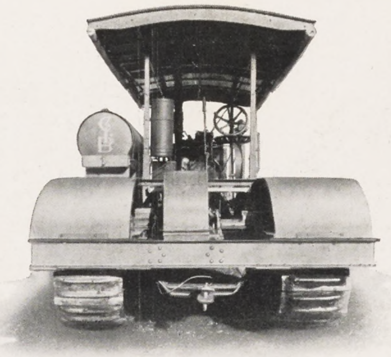


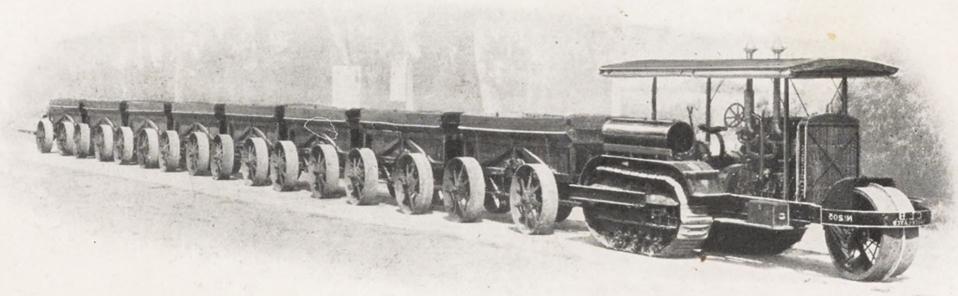
Sectional Track with Rocker Joint

Property of Jones Bros., Nelson, Butte County, Cal.

C. L. B. Track Laying Tractor a Success

THE value of the track laying principle has long been known and admitted. The chief objection heretofore to this type has been the excessive cost, upkeep and maintenance owing to the tremendous friction in the working part of its track—which was the essential principle of its operation. To reduce this friction to a minimum was to reduce the upkeep cost. And the production of the C. L. B. famous "frictionless rocker joint" in the track was the direct result of months of investigation and study on this one point—the accomplishment of which meant the perfection of the track layer. The C. L. B. track-laying tractor is the only all-steel machine of its kind on the market today. It is built entirely in our own factory, under our personal supervision, and is sold under our broad guarantee.



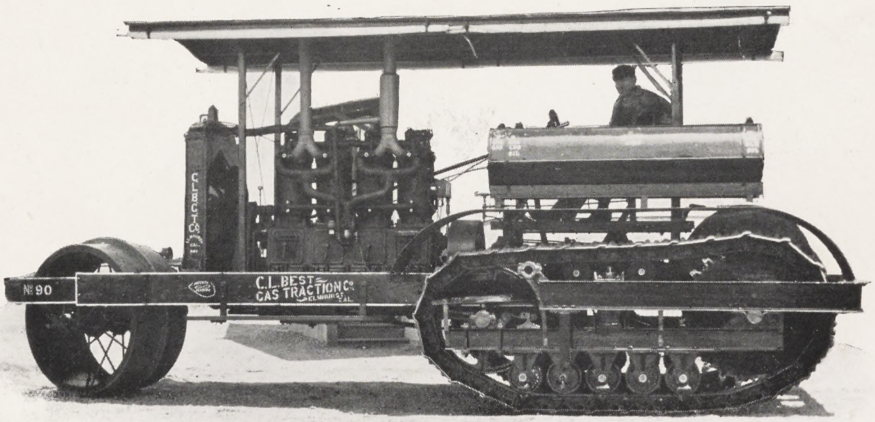


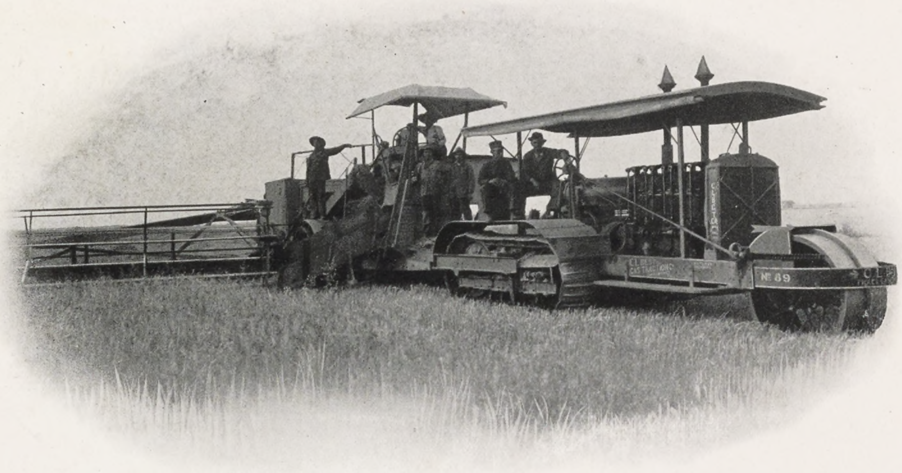
Gravel Train with C. L. B. Track Layer as Locomotive
Owned by D. Morrison, Marysville, Cal.

Automobile Materials Adapted to Farm Machines

THE C. L. B. track laying tractor is the best machine of its kind that money and brains can produce, and it will give best results for the money invested of any type on the market. This is because the machine is built on new and different designs, especially prepared to meet the unusual conditions which must be overcome by this tractor.

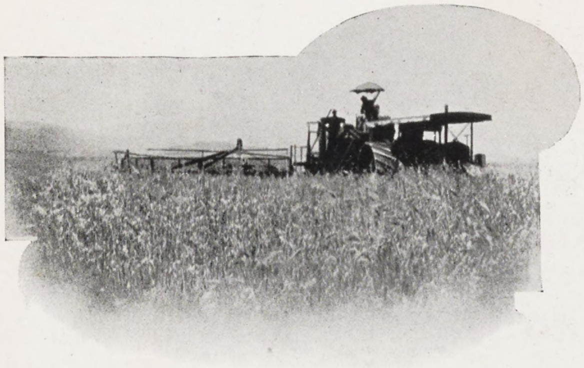
The materials used in its construction are the best quality and most suited for the purpose as shown by the rigid tests to which each tractor is subjected before it leaves the factory. Nothing but the best has been

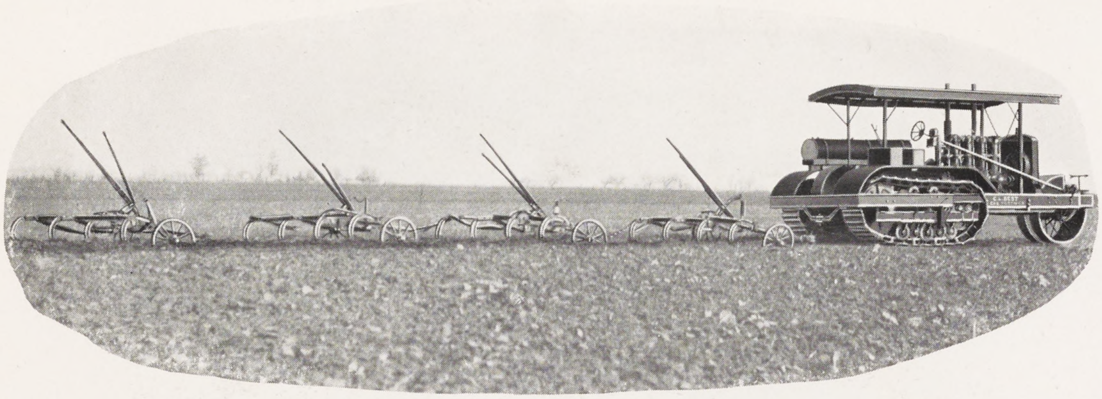




Harvesting Outfit of Schluter & Devine, Orland, Cal.
C. L. B. Track Layer and 20-ft. Header

accepted. Where mushy cast-iron *might* be used and *might* be satisfactory, close-grained hard iron was selected; where crank bearings might get along with a lead base, a tin base was used to secure better results. And so it is all the way through. All gearings, sprockets, rollers, and track chains are composed of 40-point carbon steel; all boxes, brackets, guides, rocker arms and stands; all parts of the clutch, belt-tightener, the fan, fan spider, and fan bracket are made of 25-point carbon steel. The steering wheel and hubs are made of 25 to 28-point, some parts containing titanium, some nickel, some chrome, some vanadium—but each and every part selected because best suited to the particular duties it has to perform at that particular point.





C. L. B. Track Laying Tractor Turning Pasture Sod.

Our Reputation Is Your Guarantee

Fresno, Cal., June 18, 1913.

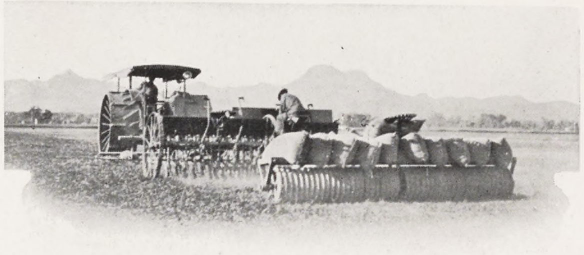
C. L. Best Gas Traction Co.,
Oakland, Cal.

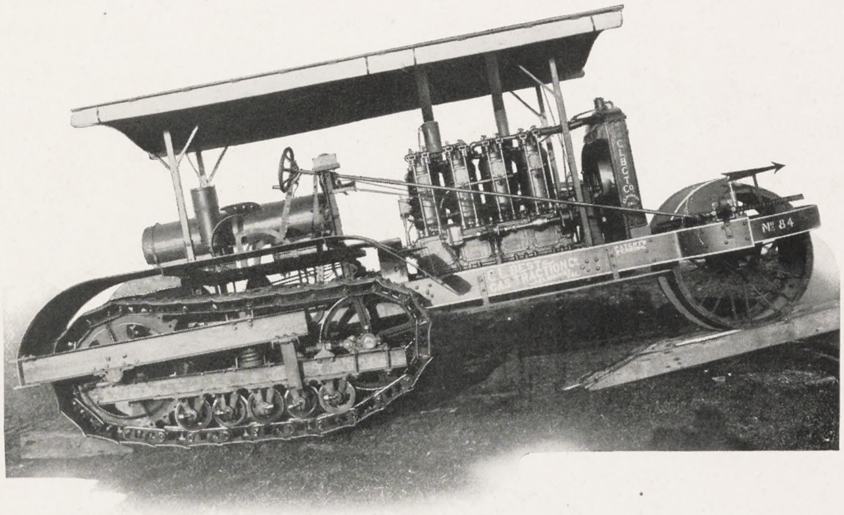
Gentlemen:—The Fresno Suburban Homes Company purchased, in May, 1912, an 80 horse-power gas traction engine. The Company bought this for the purpose of plowing, and to be used generally in leveling hog-wallow hard-pan land in Fresno County, California. We have used the engine for more than one year in this work. We are satisfied with the work it has done, and we recommend the C. L. Best Gas Engine to any one who is in need of such.

I desire to speak of one thing which I consider of as much importance as the engine itself—that is, the treatment of the purchaser after the Company has made a sale. The C. L. Best Company has given us every attention and consideration that we could ask. They have been kind, courteous and efficient in furnishing us supplies, and given us every possible help to keep our engine working in the field every day. And they have done this at all times with a reasonable charge for same. I heartily recommend the C. L. Best Gas Engine, and the C. L. Best Gas Traction Company.

Very truly yours,
Fresno Suburban Homes Company.
J. C. Forkner.

Plowing, Harrowing, Seeding
and Covering
At One Operation



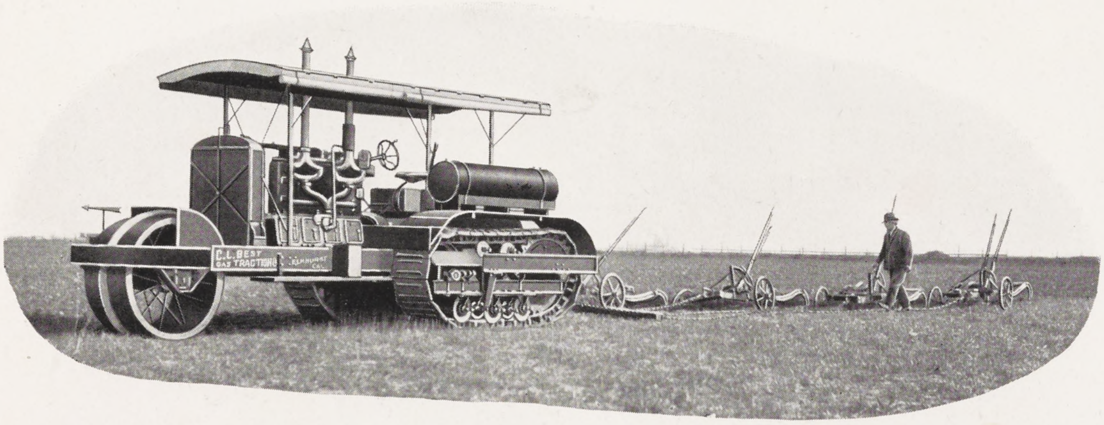


Note—Entire Bearing Surface of Track on Ground while Tiller Wheel is Elevated 3 Feet

Our Guarantee Your Protection

THE C. L. B. guarantee is the best evidence of our faith in the materials and construction of the C. L. B. machine. We do not claim that the C. L. B. track laying tractor is the cheapest tractor of its kind, but we do maintain that it is the best. It is as nearly perfect as it is possible to make, and is sold with the distinct guarantee that if any part proves inadequate for the work for which it was designed—if through any lack of workmanship or material it does not wear as it should—we will replace these parts free of charge. While we cannot guarantee against carelessness or neglect on the part of the operator, our instructions and advice to help secure better results are always open and free to him for the asking.

This is the simplest and strongest guarantee that we know how to make.



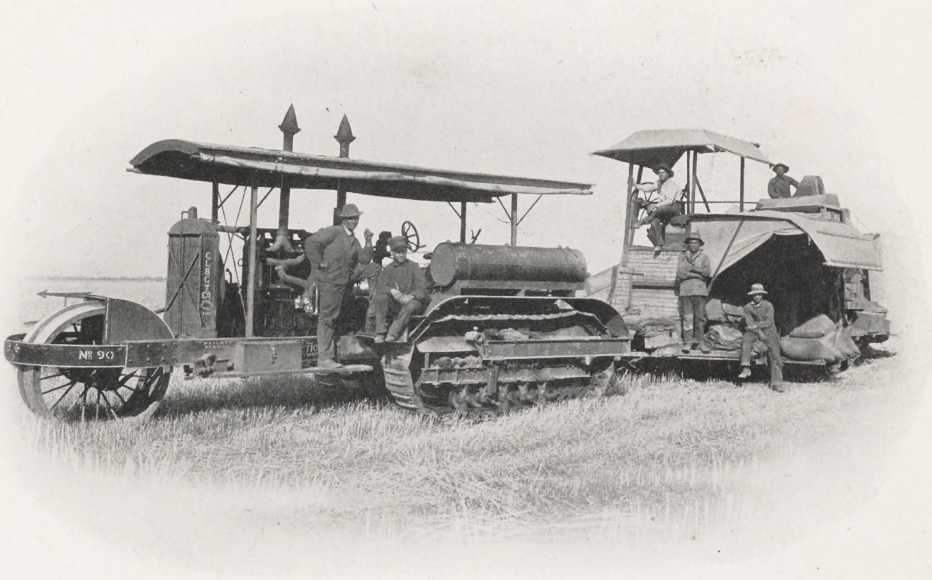
Ideal Where Great Power Is Needed

THE superiority of the track laying tractor in sandy, gravelly, desert, rough, uneven, and hog-wallow ground, over any other form of power, and especially over animal power, has been fully demonstrated.

It knows neither heat nor cold, dust nor flies; is halted by no obstacle nor hindered by no obstruction. It does the work better and in less time.

And time in the harvest field is but another way of spelling money.

The track laying tractor is ready for use the instant the operator is in his seat. It will do the work of fifty horses, and do it better. You know the labor to feed, water, clean and harness this number of horses. You know the men it requires and the expense for their feed. Yet here is a high-class high-powered tractor built on the right track laying lines that will do all the work that these animals can do, and do it at a saving that will pay for the machine in a single season. The track laying tractor shortens the harvesting and the plowing season by a half. It means 100 per cent efficiency in both men and in the power. It can work from dawn to darkness, and if need be, the whole night through.



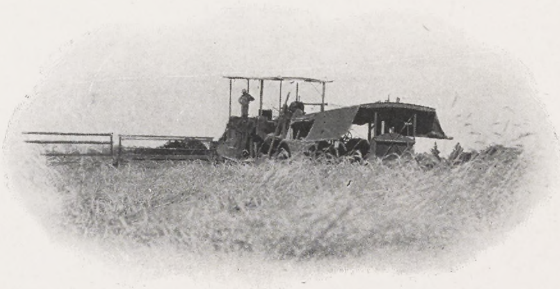
C. L. B. Track Layer Pulls a Harvester with Ease on 35 Gals. Distillate in 10 Hours

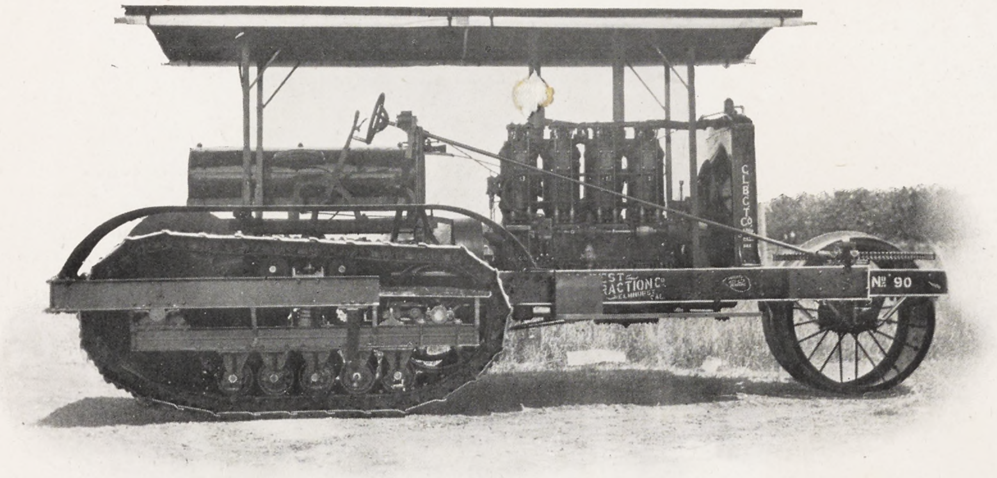
Deep Plowing

IN the matter of deep-plowing alone it has revolutionized operations. Shallow plowing for years has impoverished many of the older established places. The old acres are what is commonly called "worked out." But put them under a track-laying tractor, with power to pull a number of plows at one time, and plow as deep as you want to—and the results will surprise you.

The demands of modern farming are that the "farm must produce more abundantly." Agricultural experts from the colleges and from the government stations all agree that the secret lies in the deep plowing and in abundant summer fallowing.

In both of these operations the track-laying tractor furnishes the most economical and practical power.





Quality of Work and Material Assured by the C. L. B. Guarantee

THE C. L. B. guarantee works both ways: It protects you against faulty workmanship and materials.

It protects us, by compelling an eternal vigilance in construction, selection and inspection, lest there be any lowering of high standard on which the guarantee is based, which would demand undue replacement of parts, with resulting loss to us.

Living up to our guarantee also involves a certain "personal attention" to details that is impossible where quantity, output, and low competitive selling prices are given favor over durability, service and intrinsic excellence.

The C. L. B. track laying tractors cost us more to make in proportion to the selling price than many of the cheaper grades.

Yet they will outwear any machine of the kind on the market today.

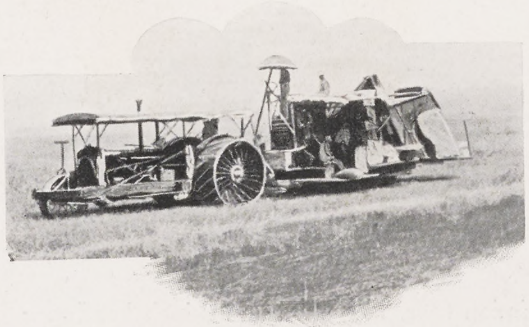
Harvesting Outfit of D. Morrison, Yuba County, Cal.

In buying a machine of this type—whose value lies entirely in its utility—the question is not so much "what does it cost" as "what will it do." That the C. L. B. tractor can and does do all that is claimed for it—has been amply proved. Will you let us show *you* how and where it can help you?

Any article of quality must bear with it a price in keeping with the time, expense, skill and risk attending its invention and manufacture. The higher priced article, when justly estimated, is the cheaper, and it really carries to its maker a much smaller percentage of profit than the one that is regarded as cheap.

Our aim has been not how much we can build, but how well we can build, positively assuring this personal attention to every detail of manufacture.

Building for cheapness alone and disregarding excellence and quality is the most frequent and certain cause of loss of confidence and consequent business.



Specifications and General Description

MOTOR—4-cylinder, 4-cycle, water cooled. Cylinders cast separate, blind head, caged valves. Steel rocker arms and stands, bronze, bushed. All parts easy to get at and easily removed.

BORE AND STROKE—7¾-inch bore, 9-inch stroke. Mechanically operated overhead valves, spiral cut steel timing gears, wide face. Crank shaft of special hammered steel ground to 1–1000th of an inch. Flange for fly-wheel forged solid; all bearings generous length, removable, and of white bronze. Interchangeable parts throughout.

POWER—70 brake horse-power at 400 revolutions per minute; 82 brake horse-power at 500 revolutions per minute. Pistons removable through inspection plates.

TRANSMISSION—Two speeds ahead, one reverse; all steel cut gears, wide face. Low speed 1½ miles per hour. High speed 2¼ miles per hour. "Direct" reverse 1⅝ miles per hour. No reduction gears on plowing speed. Drive shaft to a 6-inch face steel differential gear with two side clutches for short turning; 8-inch face steel bull pinion to 8-inch face steel internal gear. 5-inch face drive sprocket cast integral with internal gear. All gears enclosed and run in oil.

IGNITION—New Bosch Z-R-4 Dual Magneto, water and dirt-proof.

CARBURETOR—Schebler 2½ inches. Model L.

GOVERNOR—"C. L. B." make, enclosed and runs in oil, but one moving lever exposed. Simple and serviceable, and governs closely.

WATER CIRCULATING PUMP—Rotary gear, driven by enclosed spiral cut steel gear.

CIRCULATING OIL PUMP—Rotary gear driven by enclosed spiral cut steel gear.

BEARINGS—Combined length of motor bearings, 51 inches. Removal saddles and die cast.

COOLING—Vertical tube radiator with screwed tubes—option, non-freezing flat copper tube.

FAN—All steel in steel double bracket; ball thrust collar. Driven with 4½-inch double belt. One-piece spring tightener.

PISTON PIN—Connecting rod, clamped to pin with clamp bolt, passing through side of pin. Pin journals in piston, which is bronze bushed, affording a long bearing and eliminating a piston pin set screw.

TRANSMISSION CASE—Steel transmission case, 10½-inch and 8-inch bearings.

Specifications and General Description

DIMENSIONS—Wheel base, 13 feet 9 inches. Width—5 feet 10½ inches, center to center of track. Width over all of frame—8 feet 7 inches. Length over all of frame—22 feet. Over all length of track—10 feet. Height of track—4½ feet.

TRACK—Track consists of the "C. L. B." rocker joint frictionless chain. The pin rocks. (It is not a journal.) Requires no oil; 7-inch surface. Open side links, all high carbon steel annealed; 5-inch contact surface with sprocket, rocker joint enclosed. Low construction, yet a big clearance, with a surface on the ground of 3,200 square inches.

TRACK SHOES—Drop-forged plow steel, overlapped, making an unbroken plate on the ground. Standard sizes 22 and 24 inches, but can be fitted with 11-inch shoes. 30-inch shoes special and to order only.

TRACK LAYING WHEELS—5 roller truck wheels, each side, 20 in all, that carry the weight of the tractor—held in steel clamp boxes. Each truck is hinged to rear axle. The main frame resting on trucks has interposed four double heavy duty coil springs, allowing either side to oscillate without tipping tractor.

CLUTCH—All-steel equalizing, expanding clutch; will not grab or stick.

OILING—Constant level splash system; also mechanically operated force feed to cylinders. Visible pressure gauge in oil line.

MAIN FRAME—10 x ½ channel steel gusset plates wherever possible, tied together with cross angles and overtrussed for rigidity.

CLUTCH CONNECTION TO DRIVE SHAFT—Spring flexible coupling.

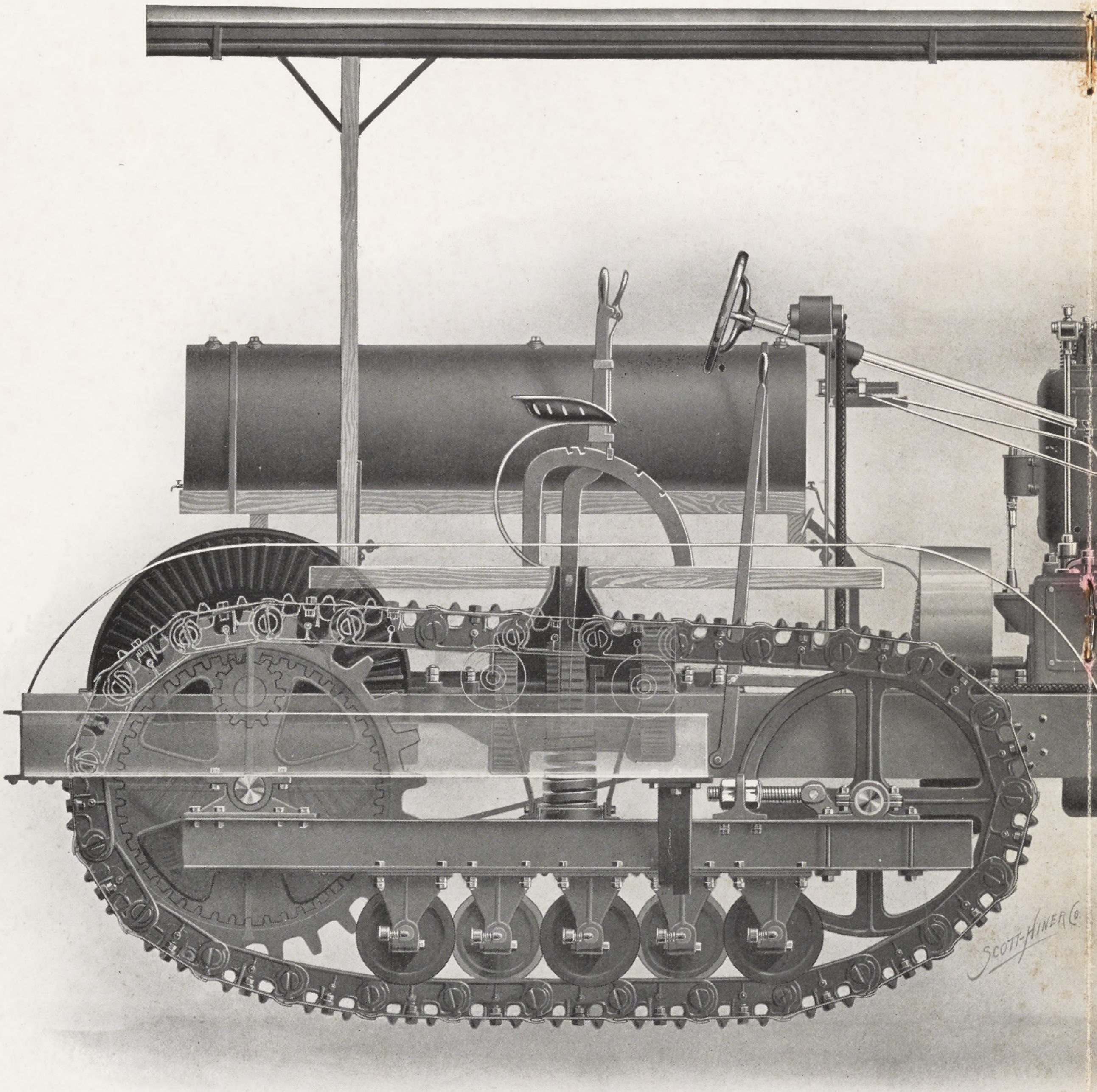
STEER WHEEL AND CONTROL—24-inch face, 50-inch diameter, spring mounted, steel hub. Ball-bearing steer wheel circle, worm and worm segment on right-hand side; no lost motion.

MAIN CROSS SHAFT BEARINGS—14½ inches long on one side, two 8-inch bearings on the other. All boxes, rollers, idlers, clamps, sleeves, gears, etc., are all steel.

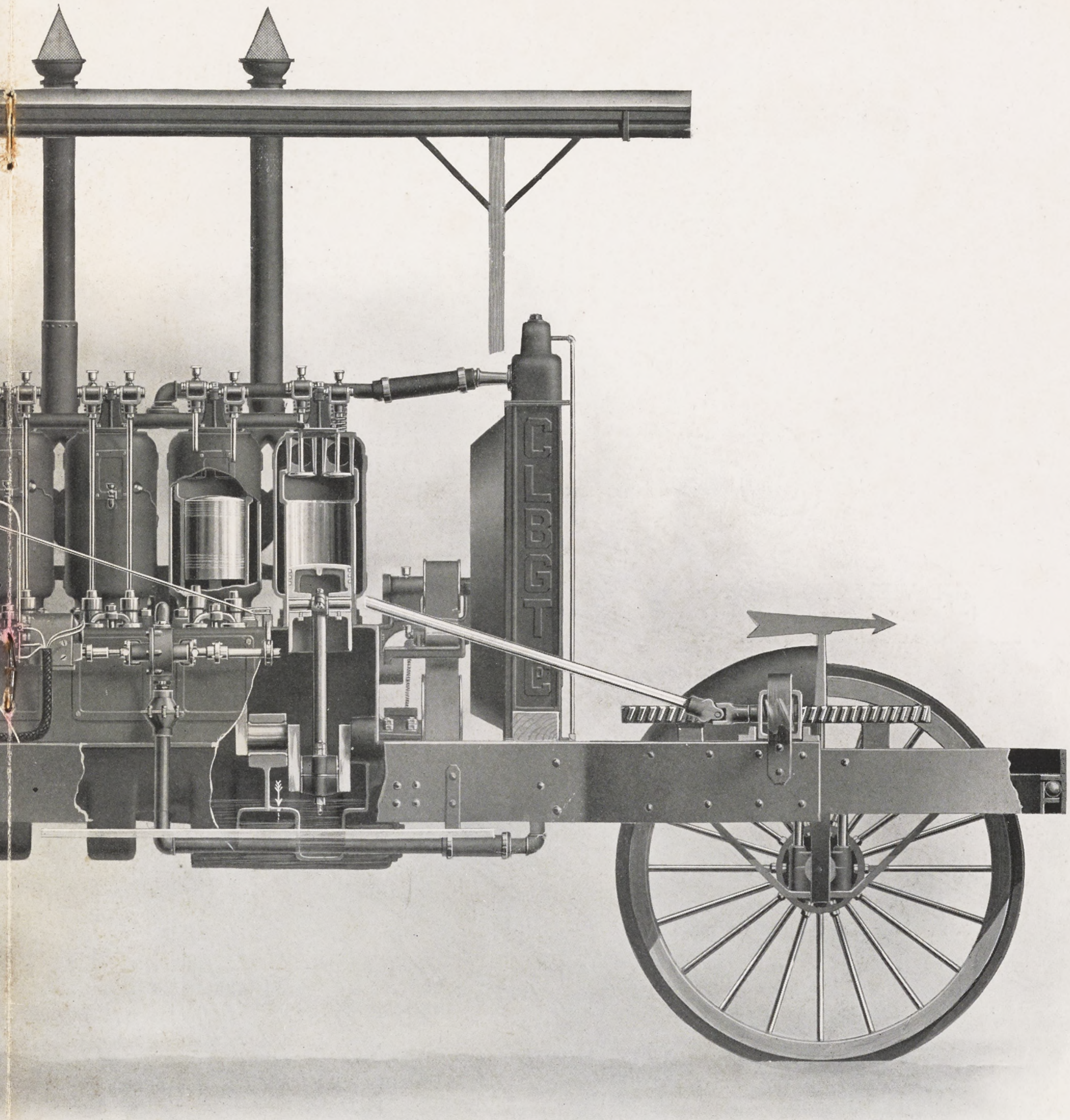
TANK CAPACITY—Gasoline, 4½ gallons; distillate, 80 gallons; lubricating oil 5, gallons; black oil, 5 gallons.

PULL BAR—Swings from center of frame, affording easy turning.

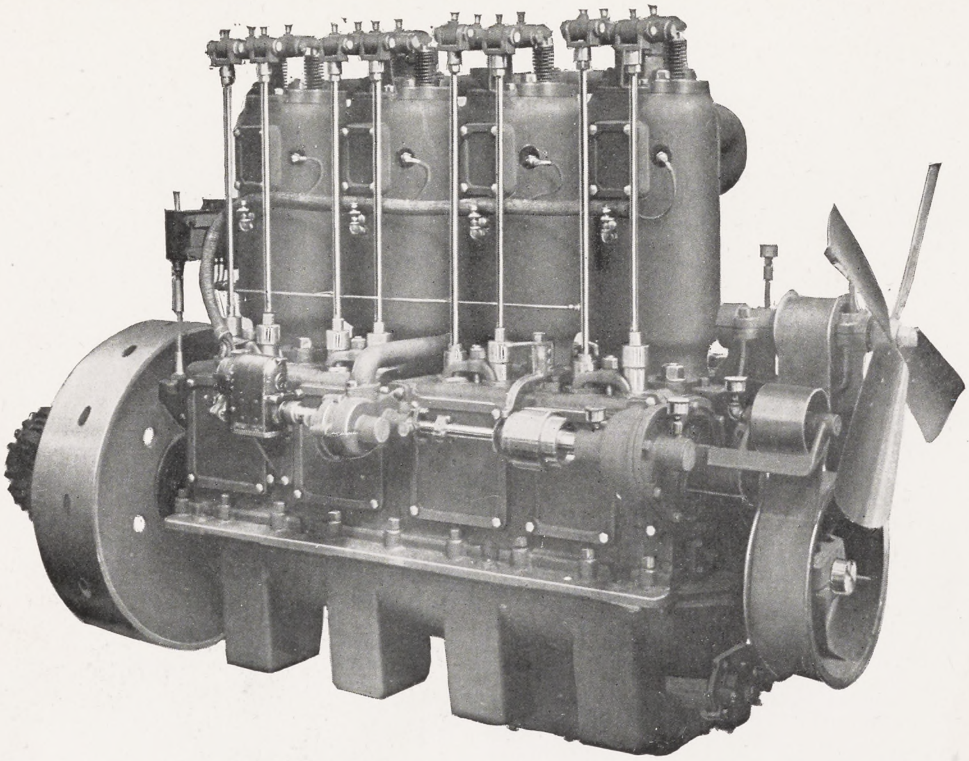
ACTUAL WEIGHT—24,000 lbs.



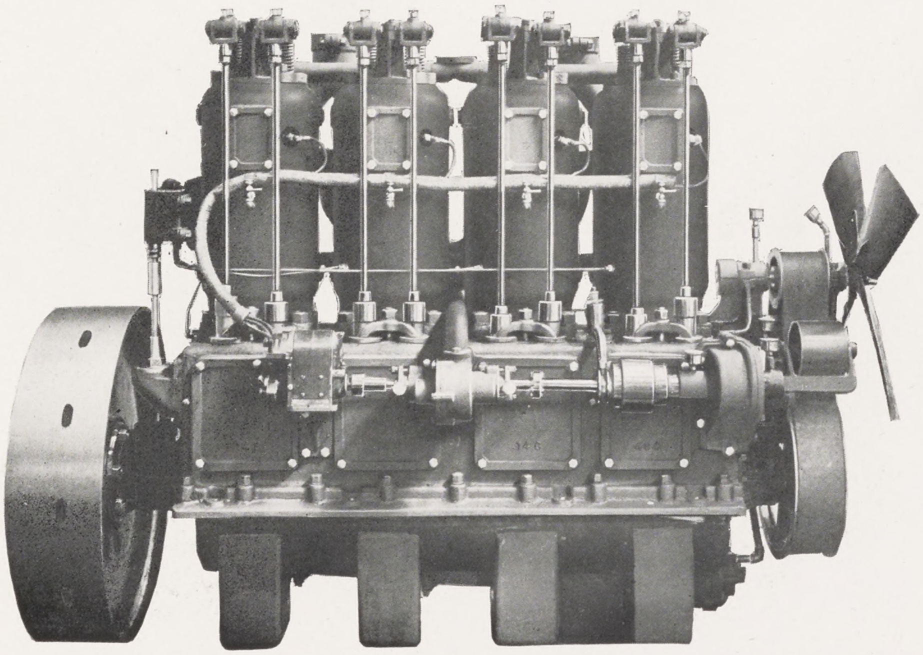
This Transparent View of the Complete C. L. B. 70-H. P. Track Layer
Would Pages of Description.



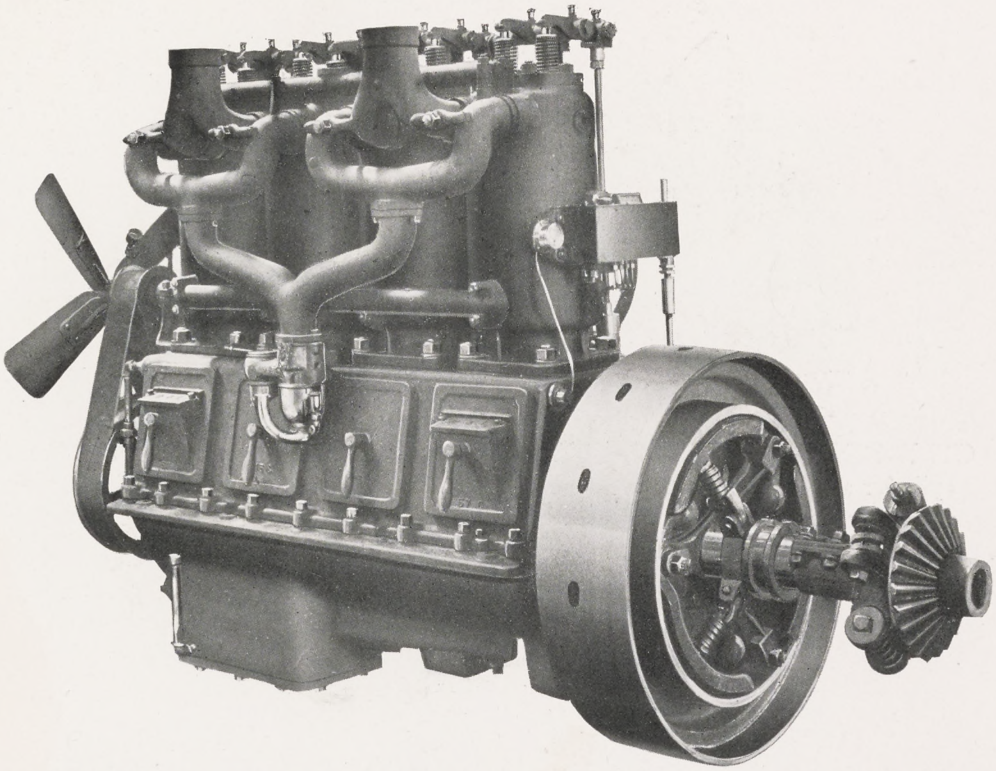
r Tractor Will Convey to the Mechanical Mind More at a Glance than
n. A Careful Study is Invited



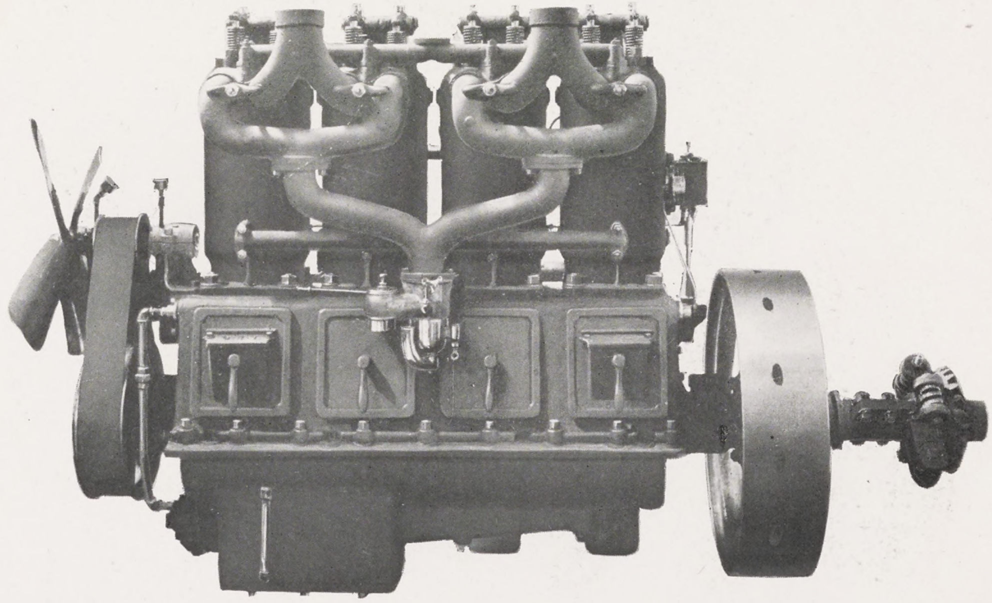
RIGHT HAND VIEW OF MOTOR—Showing double steel fan bracket, one-piece steels pring belt tightener, gear-driven force feed mechanical oiler, dust and water-proof magneto and horizontal enclosed governor.



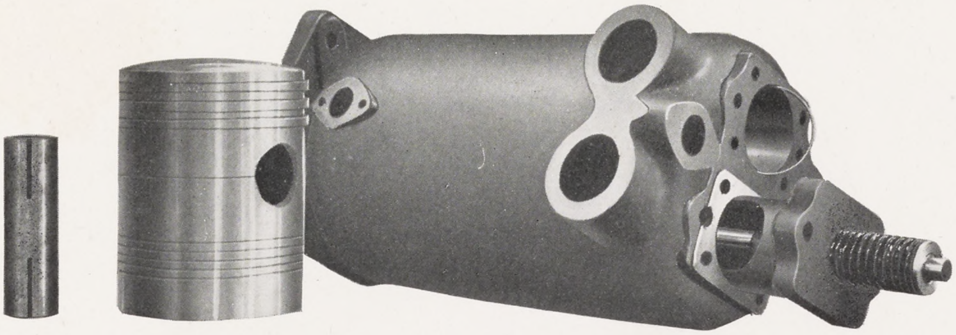
THE MOTOR is an entirely self-contained unit. Oiler, magneto, water pump, fan bracket and belt tightener are all a part of the motor, and are not fastened to the frame of the Tractor in any way, and can all be removed quickly and easily.



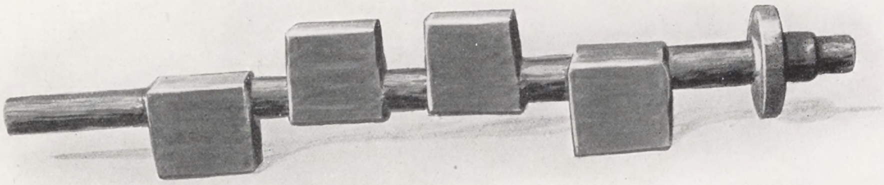
LEFT HAND VIEW OF MOTOR—Featuring fly-wheel and clutch. Fly-wheel is bolted to a solid forged flange on crank, and cannot work loose; runs true, and cannot throw the crank shaft out of alignment from clutch bearing or friction.



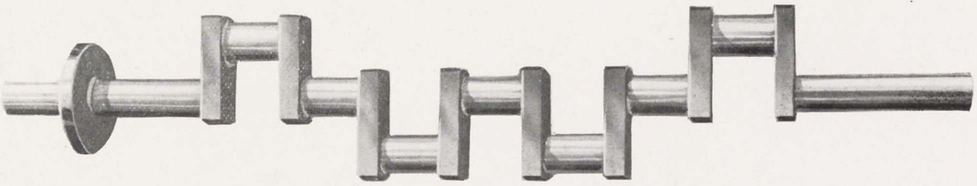
BREATHING POCKETS IN INSPECTION PLATES—Inspection plates provided with lever and spring and are removable instantly. Pistons are removable through these plates.



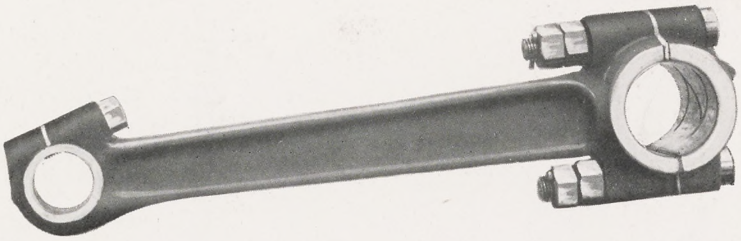
CYLINDER AND PISTON—Cylinders are cast separate and are water-jacketed; both cylinder and head are cast in one, eliminating all danger arising from leaky gaskets. Pistons are bushed with manganese bronze, doing away with piston pin set screw and relieving the possibility of scored cylinders.



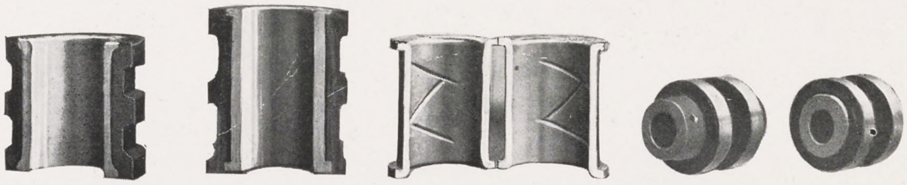
CRANK BILLET—Hand-forged billet of 45-carbon steel from which the crankshaft is turned.



COMPLETED CRANK—Finished to 1–1000th of an inch. Showing fly-wheel flanged forged solid.



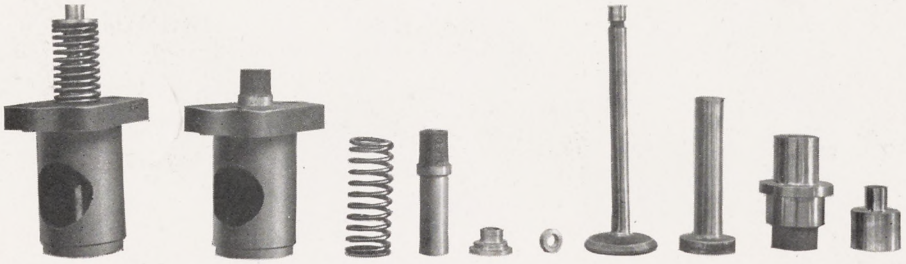
DROP FORGED CONNECTING ROD accurately machined to gauge. Wrist-pin is clamped solid in upper end of connecting rod and is prevented from moving endwise by a slot which engages the clamping bolt. Connecting rod bolts are heat-treated and machined from a special steel made for the purpose.



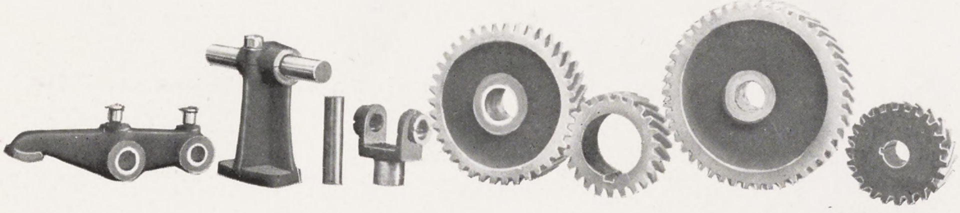
CRANK SHAFT BEARINGS are cast of a high-grade babbitt moulded in cradles which are removable without disturbing the crank shaft. Connecting rod bearings are die cast, of same babbitt as the crank shaft bearings, and are absolutely interchangeable.

They both reveal an analysis of .87 tin, .05 copper and .08 antimony.

CAM SHAFT BEARINGS are made large enough to remove cam shaft endwise without disturbing cams. Cams are chilled grey iron, cast double in machined chills, and after being keyed to shaft are made doubly secure by taper pin passing through them. Cam shaft is 1⅜ inches in diameter, and is provided with five long bearings.



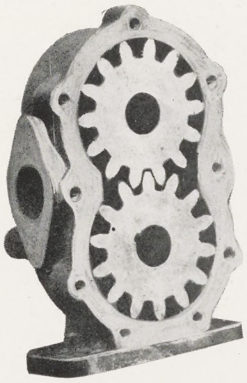
VALVE EQUIPMENT—C. L. B. valves are constructed either of steel or hard gray iron heads, welded to nickel steel stems. The cage is water-jacketed and both valve and cage can be removed at one operation by simply releasing two nuts, a feature possessed by no other tractor motor. Tappet and tappet guides are removable by loosening one bolt. A time and trouble saver when valves must be removed, either for regrinding or inspection.

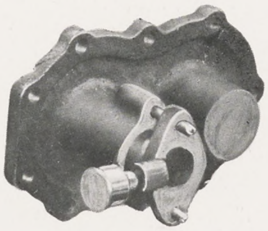


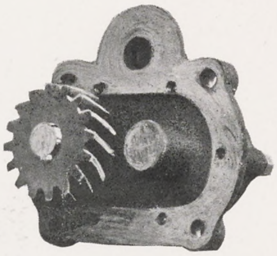
ROCKER ARMS AND TIMING GEARS—Rocker arms are steel and both bearings are bronze bushed. Each arm is equipped with two dust-proof oil cups, insuring certainty of lubrication where vitally needed.

The rocker arm stands and clevis are also of steel, and are made with care and precision.

Timing gears are helical cut from solid steel and of large diameter.

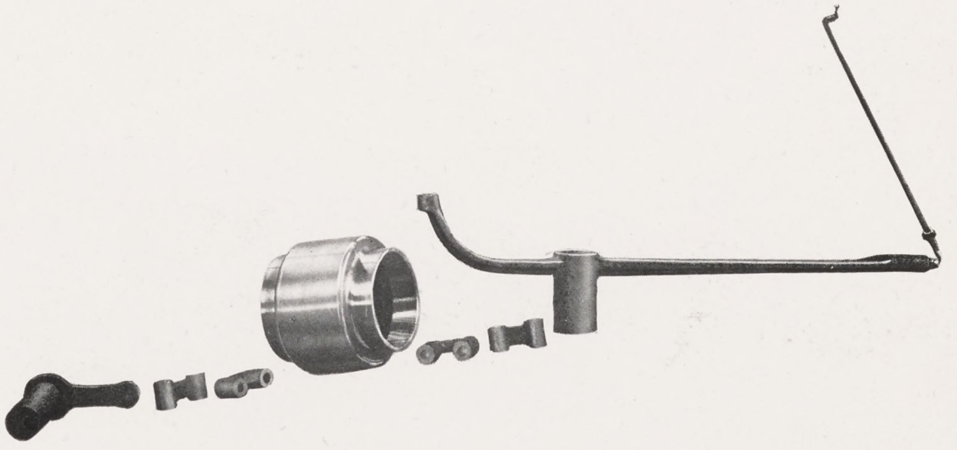






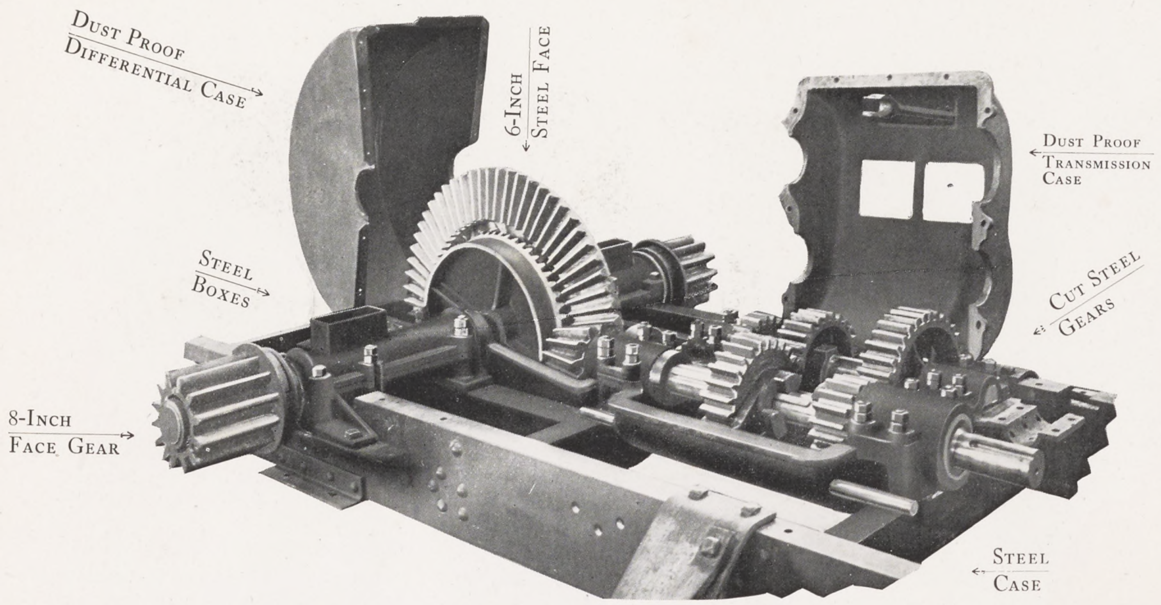
PUMP GEARS—Circulating water pump in bronze bushed throughout and has cut steel gears. The oil-pump has steel gears also, and both can be removed quickly and easily.

The oil pump is large enough to carry a pressure on the discharge pipes, eliminating the common danger of these avenues becoming clogged, as the pressure is indicated on a gauge dial in plain sight of the operaror.



THE HORIZONTAL ENCLOSED GOVERNOR is of the variable volume type, admitting a greater or lesser quantity of the explosive mixture into the cylinder as the load may require.

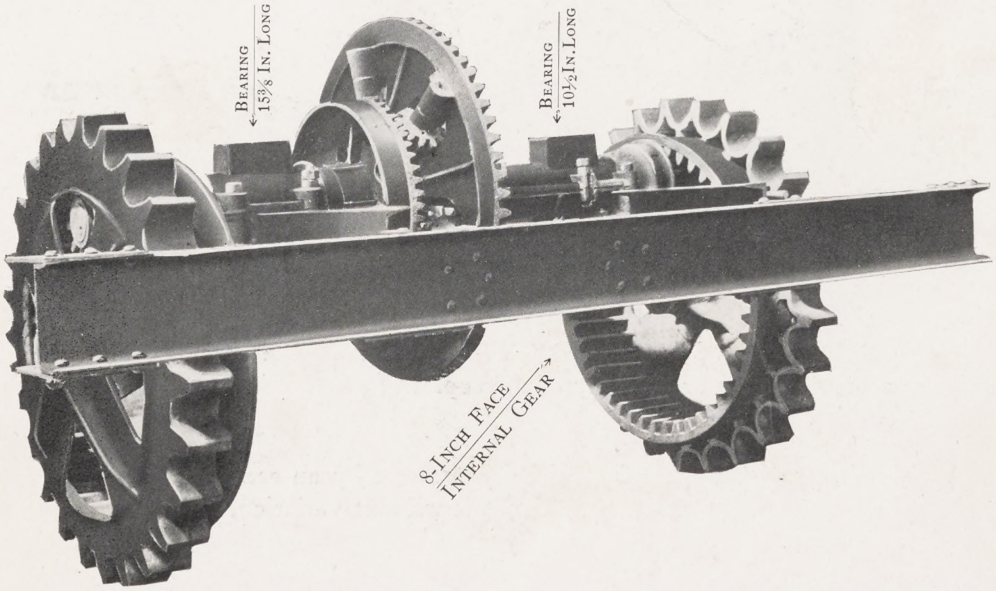
The speed of the engine is set from the driver's seat by an eccentric on the fulcrum pin, and the governor automatically controlls it without variation, whether working at full load or no load.

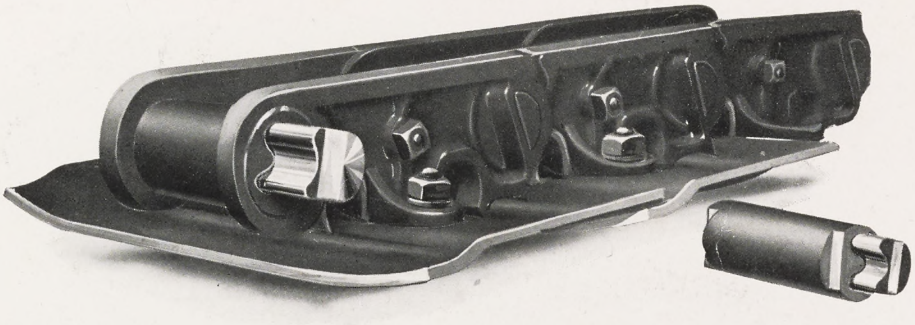


TRANSMISSION—The Gears in transmission are wide-faced, heavy pitch, and cut out of solid steel. Shafting is of very liberal size, journaled in steel case and babbitted with a jig. A split steel coupling which engages four springs on the main drive shaft provides strength and flexibility.

The gear ratios are 2½ miles an hour on the high or direct drive. The low-speed is 1½ miles per hour through reduction gears. The reverse is 1⅝ miles per hour. The differential bevel gear is 6-inch face with 3½-inch face equalizer, bronze bushed.

The main drive pinions are 8-inch faced, of hard steel, and are clutched to main shaft, *not keyed*. The master internal gear is also 8-inch face, and the sprocket, which is cast integral with internal gear, is 5-inch face, of large diameter, and hard. This internal gear and sprocket are bronze bushed, have a 12-inch bearing, and run upon a stub axle upon which truck frame is journaled. The differential is fitted with two powerful side brakes for short turning or in soft soil and the entire differential and transmission gears, brakes, side thrust roller, and master internal gear are enclosed and run in grease.





40 Point Carbon Annealed Steel

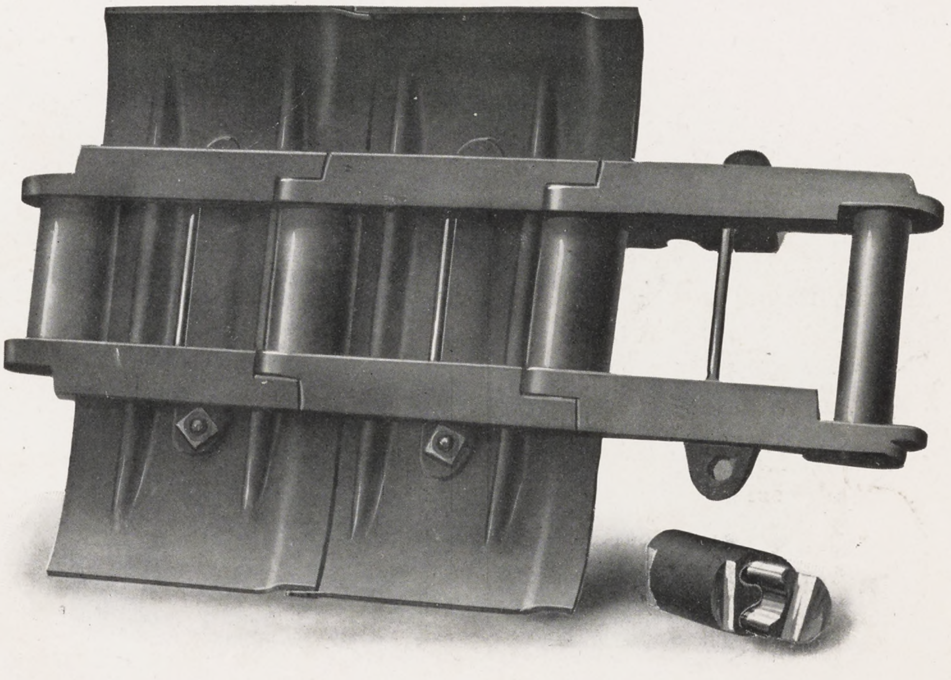
The "heart" of the track used on any tractor of this type is the link that holds the track together. On as many patterns as there have been tractors of this design (and there have been many), the device has consisted of some manner of the simple pin and bushing. Any modification of the pin and bushing is subject to a sliding friction and is consequently a fast wearing proposition at its best.

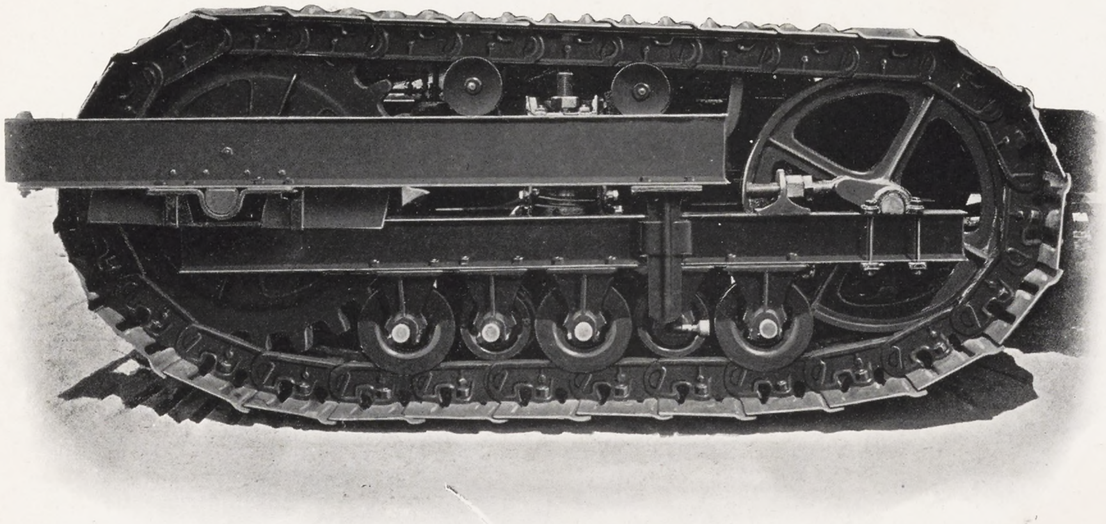
The C. L. B. track is linked together with an entirely different device invented by C. L. Best, and is known as the *"C. L. B." frictionless rocker joint.*

This joint consists of a pin and spool, each made of 40-point carbon steel of a tensile strength of 75 to 85 thousand pounds, and each fashioned with a convex plane. When the spool or spacing block that connects the links of the track enters the drive sprocket the pivoting of the chain is on the rocker joint and not on the spool. It is simply two convex planes *rocking* together, not working and grinding and wearing—just rocking.

Service has proven that it is frictionless at this point and as the spool does not turn against the sprocket the wear at that point is eliminated.

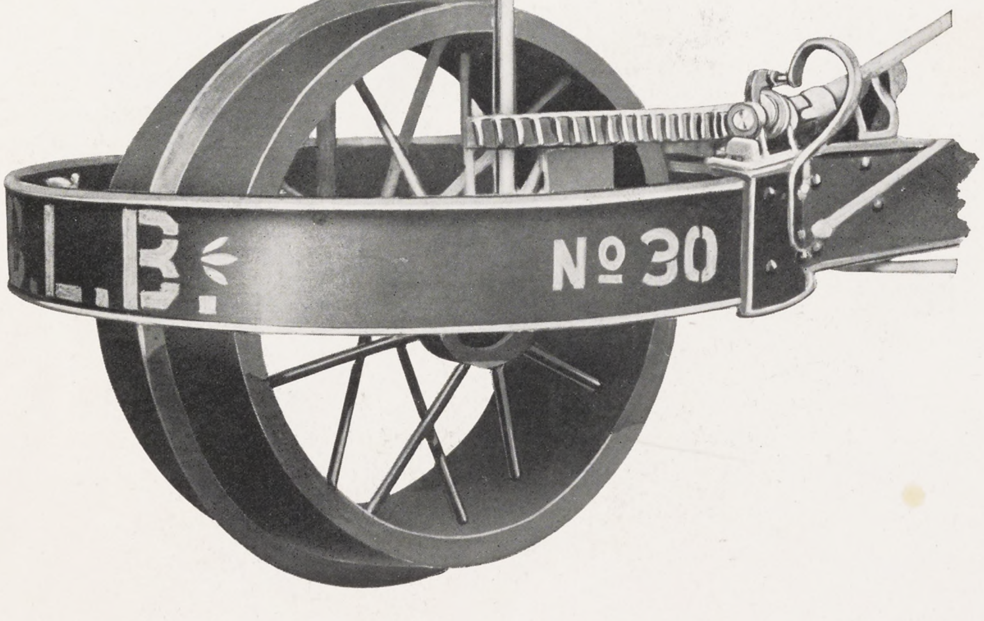
The links of the chain are 40-point carbon annealed steel, and the shoes are drop-forged plow steel. The entire track is made with the idea of strength and durability.

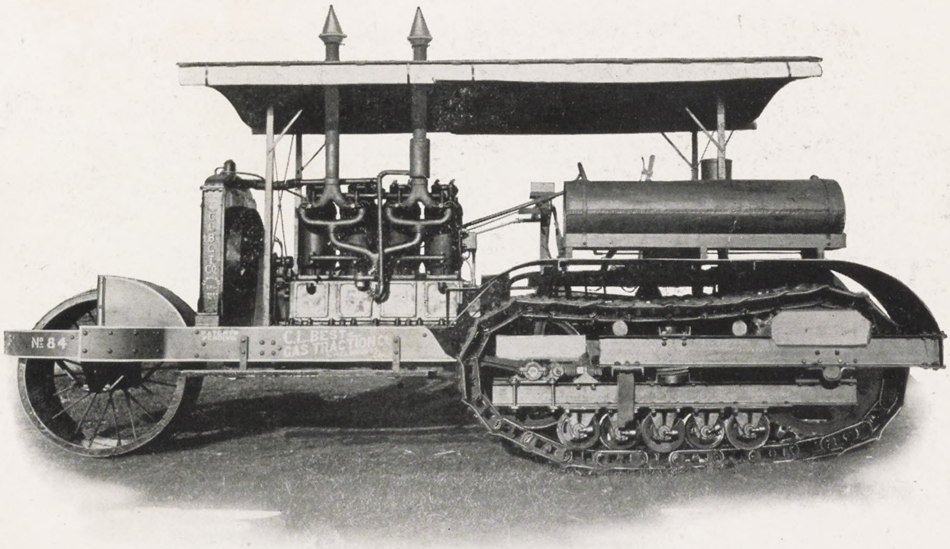




THE TRACK—The weight of the tractor rests upon four heavy coiled springs, two on each truck, and the trucks are in turn hinged to a rear stub axle, providing easy oscillation of the track and allowing it to conform itself to the land, giving as perfect traction surface crossing checks or traveling over hollow and uneven ground as when the tractor is working on level land. The front or *tiller wheel remains on the ground* under all conditions.

The truck frames are provided with double side guides and a third center guide which holds the frames in place, making twisting of track on sliding places impossible. The carrying wheels are made optional, either of hard chrome steel, cast double, or chilled gray iron cast in machined chills. They are bushed with gray iron or bronzed bushed, or have roller bearings as conditions may require.



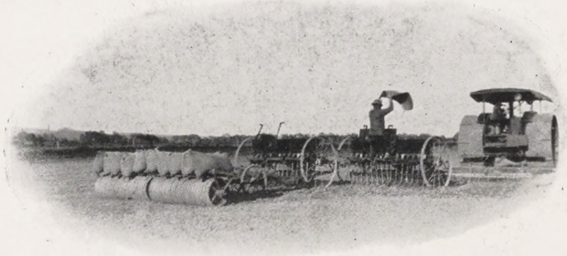


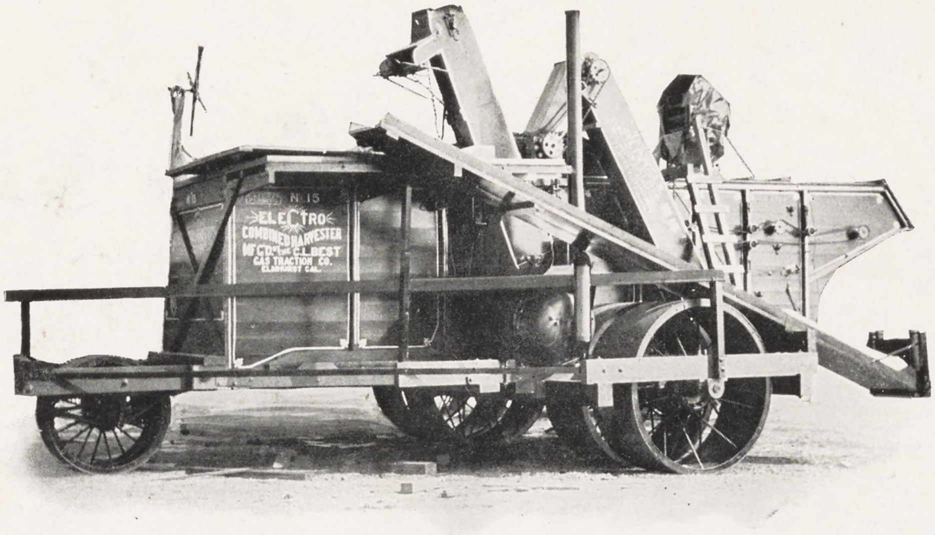
THE FRAME is 10-inch channel, 25¾ lbs. per foot, formed hot in front to receive the steer wheel circle. Both steer wheel circle and sub-frame for the motor are firmly riveted to frame with twice as many rivets as would be judged necessary; in fact, this can be said of the entire construction. The frame is provided with gusset plates, diagonal truss and adjustable "X" braces. The main sills are trussed on top as well, which amply takes care of any strain either up, down or sideways.

THE RADIATOR has a capacity, including the water in cylinders, of 50 gallons. It is of the tubular style, 155 brass tubes ½-inch in diameter and 46 inches long. Each tube is fitted with an asbestos packed gland that automatically allows for expansion and contraction, as a guard against troubles arising from freezing. The completed radiator is seated on a rubber plate between its base and the tractor frame that serves as a cushion against any possible shock.

THE FAN, which is 30-inch diameter, has four blades 5 inches wide, made of high grade saw steel, securely riveted to a 40-point carbon steel spider. It is mounted on a *double* steel bracket, and operated by a 4½-inch double stitched endless belt.

AS A STATIONARY ENGINE—The Track Layer's equipment includes a $2\frac{7}{16}$-inch shaft and set of bevel gears for stationary work. It is quickly and easily affixed to the side of the frame and the pulley extends clear of the track. With it the tractor can at once be transformed into a powerful stationary engine to pump, grind barley, saw wood, or serve as power for a main shaft for other machinery.



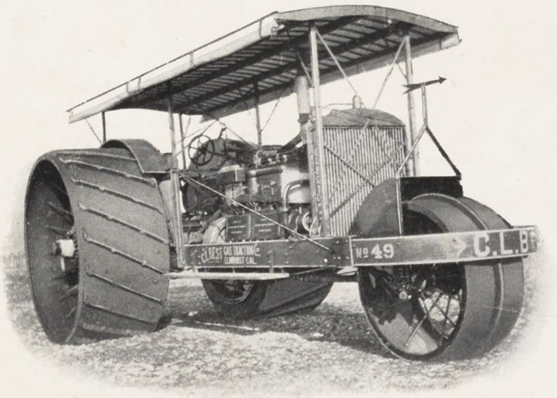


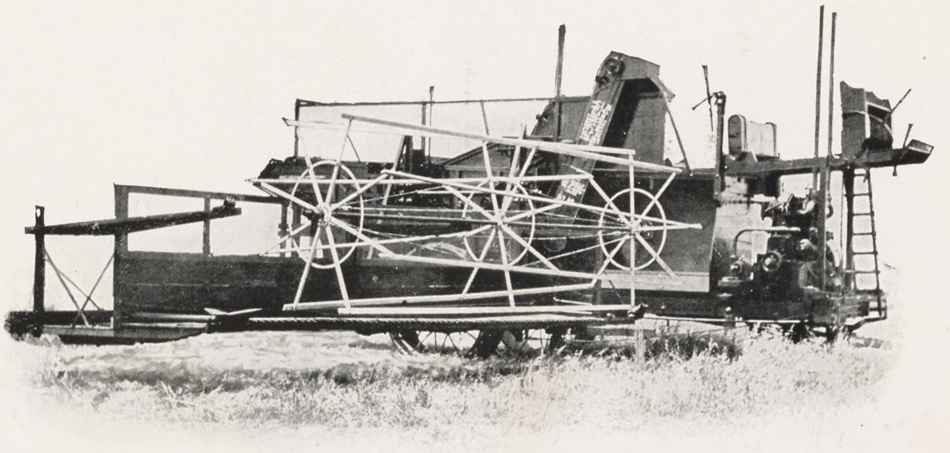
The C. L. B. Electric Combined Harvester

IN this fourth year of its service the C. L. B. Electric Harvester is as great a success as the predictions were it would be when as a novel invention it broke into the harvester game.

It never was an experiment. It was simply a demonstration that electricity was as safe and as efficient a power for the harvest field as it was for the factory.

Flexibility of power, admitting of a momentarily overload of 50 per cent and a continuous overload of 25 per cent for more than an hour without variation, in the down weedy grain of the Delta district, have more than proven its efficiency, and the fact that both motor and combination generator are of the enclosed type, makes it the safest power that ever went into the harvest field.





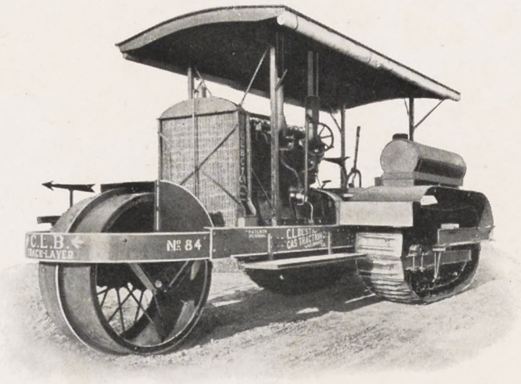
The C. L. B. Gas Driven Combined Harvester

A generous use of steel sprockets, gears and chains is followed out in its construction, and the same guarantee that covers all our machinery goes with the Electric Harvester. Made in one size only: 25-foot cut, 54-inch separator, and 36-inch cylinder. One motor drives both header and separator.

The C. L. B. Gas Driven Harvester, for either horse or traction power, is built in two sizes, unless on special order, namely:

20-foot cut, 32-inch cylinder, 44-inch separator, 35 H. P. motor.
25-foot cut, 36-inch cylinder, 54-inch separator, 40 H. P. motor.
Complete with cooler tanks, friction clutch, etc.

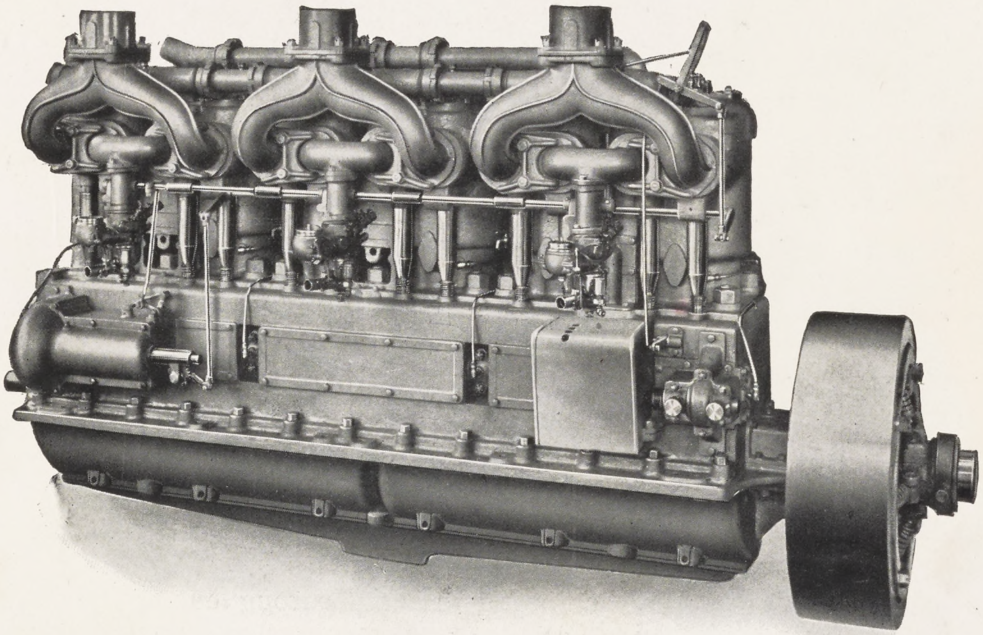
While we use the same care and material throughout in the manufacture of this machine, and it is as thoroughly protected by our guarantee, for efficiency and simplicity we recommend the Electric Harvester.



Round Wheel Tractor

ALTHOUGH the object of this catalogue is to explain the merits of the C. L. B. Track Layer, we don't want you to lose sight of the fact that we are still building the great C. L. B. Round Wheel Tractor that made our reputation.

The round wheel tractor today is thoroughly up to date, every change or improvement having been made that conditions demanded.



Six-Cylinder Motor Used on C. L. B. 80 H. P. Round Wheel Tractor

The adoption of a new C. L. B. specially designed Buffalo Motor, with constant level splash system, longer bearings, wider-faced gears, heavier rocker arms, enclosed horizontal governor and dust-proof magneto, has brought the round wheel machine up to the standard of its track laying companion. The 80 H. P. 6-cylinder and the 54 and 25 H. P. 4-cylinder are powered with this new Buffalo Motor, while the 70 H. P. 4-cylinder carries the same motor as the Track Layer, a complete C. L. B. production.

For round wheel specifications and description, see Catalogue D.

The Best Steel Casting Co.

THE first steel converter was installed in our factory simply as a channel through which we would be able to control a generous supply of steel of the right grade for our own tractors. It took but a short time for the quality of the material we were using to gain a reputation, and outside orders for steel castings came to us, at first unsolicited, from so many sources that from time to time we have been obliged to enlarge our foundry six-fold.

To better care for this steadily growing business, we have organized the Best Steel Casting Co. as a subsidiary company, drawing experienced experts from Eastern foundries as well as from the leading foundry on the Coast. These, with a superior operating force, enables us to give prompt delivery of the highest quality of *MILD*, *HIGH CARBON*, *MANGANESE*, *NICKEL*, *CHROME* and *VENADIUM STEEL.*

Send your drawings or broken castings, and we will gladly give you pattern and casting price.

MAKE YOUR REPAIRS OF HIGH GRADE STEEL.

Pathfinding over the "No Road" Mountains in Nevada

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